

INFORMATION REPORT

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DATE OF INFO. 18 January - 13 February

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SUPPLEMENT TO REPORT NO

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SOURCE

1. On 18 January 1952, eleven aircraft crates were loaded on flatcars at the spur track of Laerz airfield. [redacted] that the flatcars with the crates were dispatched to [redacted], but he could not determine whether the crates were full or empty. (1)

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2. Between 10:30 a.m. and 3:30 p.m. on 5 February, the field was observed from all sides. The sky was almost cloudless, and the visibility was limited to about 2.5 km. At 10:30 a.m. the following aircraft were observed parked at the field: 16 swept-back jet fighters in the southwestern corner; 12 swept-back jet fighters on the southern side; 4 partially covered swept-back jet fighters on the eastern section of the taxiway; 8 swept-back jet fighters on the east end of the main runway; 2 twin-engine planes with double rudder assemblies and 1 biplane near the flight control building. All of the aircraft parked at the field were observed. Between 10:30 and 11:30 a.m., six MIG-15s with auxiliary fuel tanks landed individually and taxied to the dispersal areas in the southwestern section of the field. At 11 a.m., the swept-back jet fighters parked at the east end of the runway started to practice take-offs, circled over the field and made landings. This activity still continued when observation was discontinued.

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3. Between 9 a.m. and 2 p.m. on 22 January, 12 jet fighters, including three with long cabins, flew over the field. (2) Six jet fighters were observed flying between 9 and 11 a.m. on 23 January. At 11 a.m., one plane was burning and crashed in the Klopzow area. On 25 January, there was flying by one jet fighter with a long cabin between 9 a.m. and 2 p.m. and by six jet fighters between 2 and 5 p.m. On 26 January, the following aircraft were counted at the field: 15 jet fighters, [redacted] at the canal, 17 jet fighters at the flight control station, 8 jet fighters on the parking site of the alert planes, in addition to 2 twin-engine planes with radial engines, 6 single-engine planes with radial engines and 4 PO-2s.

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4. On 29 January, four aircraft were towed to the east end of the runway. One of them took off on a local flight at 10:10 a.m. Then, flying was discontinued because of unfavorable weather. On 30 January, a type-29 plane [] circled over the field once. Thereafter, flying stopped because of the weather.

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6. Between 10:30 a.m. and 2 p.m. on 6 February, there was individual flying by type-29 plane [] fitted with auxiliary fuel tanks and three single-engine planes with radial engines, []. Two MiG-15s and type-29 [] made individual flights between 10:30 a.m. and 1:30 p.m. on 9 February. The runway was covered with about 2 cm of snow. []

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7. During the period from 28 January and 4 February, there was no flying at the field. On 31 January and 6 February, the field was occupied by a total of 37 MiG-15s, 2 twin-engine low-wing monoplanes with double rudder assemblies, 4 single-engine low-wing monoplanes with radial engines, and 4 biplanes. MiG-15s circled over the field on 5 February. At 9:30 a.m. on 12 February, 14 MiG-15s with red numbers and 4 or 5 starting carriages were observed on the southeastern end of the N/S runway. Additional aircraft were parked in the southwestern corner of the field. At 2:10 p.m., source observed from the western edge of the field that 29 MiG-15s, 3 single-engine low-wing monoplanes, 2 biplanes and 2 twin-engine low-wing monoplanes with radial engines and tail wheels were parked there. It appeared that no other planes were stationed at the field. Flying was practiced during the noon hours. On 13 February, there was the same occupation at the field as on 12 February. The eight MiG-15s of the alert flight were parked in groups of four with a large distance between the two groups.
8. A maximum number of six starting carriages which were usually near the parked aircraft have been observed at the field. The aircraft were always started with these starting carriages. (3) Source never observed that the aircraft were being refueled before the take-off although tank trucks were frequently parked at the take-off point.

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10. Between 10 a.m. and 2 p.m. on 9 February, the field was observed from all sides. There was a visibility of about 5 km and a cloudless sky.

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The following aircraft were observed parked at the field: 3 MiG-15s at the taxiway in the southeastern section of the field; 7 swept-back jet fighters at the canal and additional planes of this type farther to the west; 1 twin-engine plane with a double rudder assembly at the flight control building; 13 swept-back jet fighters and 2 single-engine low-wing monoplanes in the southwestern section of the field. At 10 a.m., MiG-15s circled over the field at a high altitude. Flying was discontinued about 2 p.m. During the flying activity, the Dunbo type radar set on the west end of the runway rotated and two radio trucks, each with a rod antenna, were parked at the left rear corner of the east end of the runway. One radio truck had a small plexiglass cupola on top of the front section of the box-like superstructure. This cupola was occupied by one man. (4)

11. Between 12:30 and 3 p.m. on 12 February, the field was observed from all sides. There was a visibility of about 3 km. The following aircraft were parked at the field: 13 MiG-15s without auxiliary fuel tanks near the taxiway in the southeastern section of the field, 12 swept-back jet fighters at the canal, 9 or 10 swept-back jet fighters in the southwestern section of the field, 1 twin-engine plane with a double rudder assembly at the flight control building, and 2 single-engine, low-wing monoplanes at the west end of the runway. Additional aircraft were probably parked at the canal. The following activity was observed:

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<u>Time</u>	<u>Activities</u>
12:25 p.m.	Landing
12:26 p.m.	"
13:30 p.m.	"
14:00 p.m.	Taking-off
14:01 p.m.	"

The two latter planes were not observed landing up to 3 p.m. Source definitely observed that the MiG-15 [] landed without auxiliary fuel tanks and later took off with auxiliary fuel tanks. (5) The mobile installations at the take-off point departed at 3 p.m.

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12. Between 10:30 a.m. and 2 p.m. on 13 February, the field was observed from all sides. There was a visibility of about 4 km and a 5/10 overcast at an altitude of 800 meters. The number of aircraft observed was the same as on 12 February. Source could not observe all of the aircraft parked at the canal. At 10:30 a.m., MiG-15s circled over the field. At 11:45 a.m., a MiG-15 [] without auxiliary fuel tanks took off. The []

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13. A radio installation with four masts and truck [] were observed in the northeastern corner of Jagen (forest-subarea) 222. About 200 meters to the southwest there was a radio installation with one mast. Two braced masts about 10 meters high and 50 to 70 meters apart were observed on triangulation point 77. Unidentified devices were on top of the masts. (6)(?)

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[] Comments.

(6) It is possible that the crates contained MiG-15s which were dispatched to Pinow for the fighter regiments which have been recently activated there. Work on these crates in Laerz was previously reported. [] However, it cannot be explained why these crates were dispatched via Laerz

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since no information has been received so far indicating that a central distribution point for aircraft is located in Laerz.

- (2) These aircraft are type 29s.
- (3) According to reports from other airfields, during intensive flying activity by several aircraft, the engines of MiG-15s are first started by means of starting carriages; then they are stopped and, before the take-off, they are started by the pilots without the help of starting carriages. Possibly, this starting procedure is due to the small number of starting carriages at airfields occupied by fighter regiments. If only six starting carriages are available at Laerz airfield, this may be the reason for the starting procedure described.
- (4) A radio truck with a plexiglass cupola was also reported from other airfields. It is probably a mobile flight control station.
- (5) The information that a MiG-15s started with auxiliary fuel tanks and then landed without auxiliary fuel tanks leads to the conclusion that bombs instead of auxiliary fuel tanks were fitted at the wing tips. Although it has not been observed that MiG-15s dropped bombs in the area of the Twenty-Fourth Air Army it is believed probable that MiG-15s are also employed as fighter bombers. Two types of auxiliary fuel tanks were repeatedly observed. It is believed that only one type of auxiliary fuel tank exists while the other reported type actually were bombs and not fuel tanks.
- (6) The radio installations such as the Adcock DF station, landing beacon and the installation of the flight control station were reported several times. Their locations are confirmed by this report.
- (7) Laerz airfield is occupied by two fighter regiments. The exact strength of these units has not been determined. Since no hangars exist at the field, all the planes might be observed by ground sources provided that there are no camouflaged dispersal areas in the woods southeast of the field. During the preceding three months, a total of about 40 MiG-15s were continually observed at the field. Therefore, it is believed that each of the two regiments is equipped with not more than 39 planes which is the authorized strength. Most of the aircraft numbers mentioned in this report, were previously reported. No conclusion can be drawn from the numbers reported as to the actual aircraft strength available. After 1 October 1951, a total of 74 different aircraft numbers have been reported while only about 40 aircraft were observed at the field.

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